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Crawford County (Continued)

By H. H. PLEASANT, English, Indiana

BIG SPRING OR MARENGO

On April 15th, 1839, David Stewart deposited in the recorder's office at Fredonia the plat of Big Springs. This plat contained what is now called old town.¹

Henry Hollowell squatted on the site of Marengo, or Big Springs, in 1811. Later Stewart bought him out and built his home there. Soon Malachi Monk moved into the county and with the assistance of the other men built the old block house about 1812. There were many Indians prowling around then, but one finds no record of any conflict between the whites and the red men. The block house, which was two stories high, was built of logs. The upper story projected out beyond the lower story so that the settlers could fire down on the Indians and give them a reception that they would remember awhile. The old building was torn down about the time of the Civil war.² One may see the foundations of it near the home of J. E. Ross, on the Marengo and Milltown pike, about one mile east of Marengo. David Stewart bought the farm from the government in April, 1833. Mr. Stewart, who was a minister, was in much demand then. He assisted the two Kinkaid brothers to establish the first Christian church in the county. This church was formally organized in October, 1819, in the little log house of the Mr. Kinkaid over on Dog creek near the present town of English. At first there were thirteen members.³

The town of Big Springs never grew very rapidly. The town was located fourteen miles from Leavenworth on the Leavenworth and Paoli road. The first post office was at Proctorsville, about one mile east of the town, where the home

¹ Deed Book 2, page 455.

² Information furnished by Attorney James H. Weathers, of Marengo.

³ Information furnished by Elder Cummins, of English.

of J. W. Birds was at the date of this writing. It remained there until 1851, when a committee composed of Dr. Mattingly, Hugh Taylor, Robert Walts, D. S. Tucker and M. T. Stewart was appointed to arrange for moving it. A new name being necessary, Dr. Mattingly suggested the name of Marengo. The post office was moved from Proctorsville into Big Springs about 1851.⁴

William Henry Harrison of Corydon visited David M. Stewart once and cut his name on the body of a sugar tree which stood in the yard before Stewart's cabin. Many years later an academy was built near the site of the cabin. The sugar tree still stood there till about 1880, when it fell down.⁵

Marengo became a noted place during the Civil war. The settlers were Union through and through. They allowed no one to wear a butternut badge into the town. One day a man named David Miller came into the town armed with two revolvers and a long-barrel rifle. He had on the butternut badge which the loyal people of the town hated so much. He came for trouble and found what he was after. As he walked down the street of the little town several men saw the badge. He went into Stewart's gun shop and was standing there when Ben Goodman and W. J. Stewart walked into the shop. Goodman had been wounded in the battle of Stone's river and was at home now on a furlough. Stewart jerked the badge off of Miller's breast and Ben Goodman hit him over the head with a pair of knucks before had had a chance to shoot or even draw his gun. Before the fight was over Miller was almost killed. He managed with the help of some of the citizens to get home some way. When Hines came through Marengo Miller hoped to get revenge. He went to Hines and wanted to give him information which would have been very injurious to the Union, but Captain Hines looked on him with suspicion. One of the rebels stepped up to him and took his gun and drew back to knock his brains out but Hines interfered and prevented the man from hitting him. Then the rebel looked at him for a few minutes and said, "You say that you are for the South. Why in the h— don't you go south and fight for her

⁴ Biographical souvenir of Crawford county, page 57.

⁵ Information by J. H. Weathers, of New Albany.

then?" The men threw down his gun and rode away leaving Miller standing there.⁶

At the time of the Civil war the town of Marengo was a village of log cabins situated on Brandy branch and on Whiskey Run creek.

ALTON

On the banks of the beautiful Ohio river just a few rods below where Little Blue river runs into the Ohio lies the town of Alton. The town was platted by James Gaither and recorded in the recorder's office at Fredonia July 5, 1838. For a long time this town was called Nebraska, the name of Alton has been used since 1850. The town never grew very large. Probably there never was over three hundred people in the town at its greatest size. During the Civil war the little town made a good record and furnished so many men that the draft never was needed there.⁷

ENGLISH

The first man who bought land in the vicinity of English was Moses Smith, who bought the east half of the northwest quarter of section 24, township 2 south, range 1 west. Here there were three forks of Little Blue: namely, Camp fork, Dog creek, and Brownstown fork. Later other settlers came and a town was built. W. W. Cummins made the first plat of the town in 1839. It was recorded at Fredonia on February 4, 1840, by the name of Hartford. After the town was incorporated in 1886 the name was changed to English in honor of William H. English who was elected to congress from that district in 1850, and was Hancock's running mate in 1880.⁸

At the time of the Civil war Hartford was a struggling village of a few log cabins and one or two little stores. Her war record will be told in the subsequent work on the county history.

⁶ Information furnished by James H. Weathers.

⁷ Terrells' *Reports of the Civil War*; recorders' office book on the town plats.

⁸ New Albany *Daily Tribune*, Nov. 16, 1852.

MILLTOWN

Milltown which for a long time was called Leavenworth's Mill was platted about 1837 by Seth M. Leavenworth. In that year Manual Schoonover secured a license to sell foreign goods in the town of Milltown.¹⁰

The plat of the town as submitted in the text was extended by other citizens. The town grew rapidly and by the Civil war was one of the important towns of the county. A plat of the town is given here. On the old plat made by Leavenworth there are two still houses shown.¹¹

MAGNOLIA

Magnolia was located about four miles northwest of Leavenworth on the Hartford road. Addison Williams bought the southwest quarter of section 14, township 3 south, range 1 east, on February 19, 1820. He tried to plat a town called New Haven but the town never grew. So he filed the plat of Magnolia with the county recorder on the fourth day of July, 1838. Magnolia soon had a still house, a store, and a blacksmith shop. The buhrstones of the old mill may still be seen in the outer part of the town. By the time of the Civil war the town had grown to have a population of about 100 people.

EARLY ROADS

The people needed good roads in the pioneer days of Crawford county. The towns of Fredonia and Leavenworth were the points at which almost all the freight for Crawford county was landed. There was a large river traffic on the Ohio in those early days.¹

The oldest road in Crawford county was the "Governor's Old Trail" or "trace". Governor Harrison and the settlers used this road when they traveled from Corydon to Vincennes. The Old Trail or Trace called the Old Wall at times was not much of a road then. It must have been cleared of trees at the least. This road entered Crawford county near Sharp-

¹⁰ Commissioners' records for 1837.

¹¹ Deed Book 2, page 351.

¹ *Indiana State Laws*, 1835, page 352.

town, passed near the old poor farm which was located about one mile north of Martin Scott's farm, thence to the Leavenworth and Paoli road near Pilot Knob, thence to Mount Sterling, passed near English and from there to Vincennes. Parts of this old road are still in use while many changes have been made in other parts of the road during the last seventy-five years. Map 4 shows the location of all these roads drawn as well as the author can from the data at hand.²

That part of the Old Wall which lay between the Salem and Leavenworth and Paoli roads was declared a state road in 1836 by the state law. Later it was changed so that it included that part between the Paoli road and the Jasper road.³

The General Assembly provided for the Leavenworth and Jasper road in 1833. James Glenn and Benjamin Roberson of Crawford county were appointed commissioners to view out and locate the road. This road was built up the river hill just below the Big Spring branch in the town of Leavenworth. One who has not seen the hill here cannot form any idea of the work required to build such a road. After about eighty years the trace of the old road remains. After the Civil war changes were made in the road and this portion up the big hill is not used any longer. It ran for about one mile up the river hill at Leavenworth before it reached the top of the plateau. This road can be easily traced today.⁴ In certain places the road ran through dense forests. The law required that the road be cleared from trees and underbrush and made thirty feet wide. This cleared strip of land may yet be seen in certain parts of the forest near Leavenworth. The men met at Leavenworth on the first Monday in March, 1833, and located the road. The board doing county business ordered the road opened. The same law provided that Thomas Fleming of Crawford county should act in conjunction with George Arnold of Harrison county and Joseph Enlow of Dubois county in locating a road from Milltown to Jasper. These men met at Milltown on the first Monday

² Information furnished by M. C. Froman, County Commissioner of Crawford county for many years.

³ *Indiana State Laws*, 1836, 352.

⁴ *Indiana State Laws*, 1831-2-3, 73.

of March, 1833, and located the Milltown and Jasper road as shown on the map for the roads. The board doing county business ordered the road opened and paid for out of the three per cent. funds a large portion of which was due Crawford county.

The law further provided that Joseph Denbo and James Sloan of Crawford county should be appointed to help William Harris of Martin county locate a road from Leavenworth to Mount Pleasant in Martin county. As far as the information can be obtained this road followed the Leavenworth and Jasper road across the county.

Another very important road which was opened in 1832 ran from New Albany through Corydon, Leavenworth, Fredonia, and Perry county to Princeton. The road entered Crawford county at the Cole's big bridge over Big Blue river. John L. Smith of Leavenworth, who was appointed commissioner of the road, did not want this road to run through the town of Fredonia. He was to locate the road from Leavenworth to Hallie Goad's farm about ten miles west of Leavenworth. The General Assembly provided by a subsequent act that Smith must run the road through Fredonia which was one of the points mentioned in the original law. A part of the act reads as follows:

And whereas much dissatisfaction prevails among the citizens in consequence of an expressed determination of the commissioner to change the road so that it will not run through the town of Fredonia. On that account be it further enacted that John L. Smith of Leavenworth shall not be permitted to make any change so as to prevent its passing through the town of Fredonia but shall be governed by the original law which makes Fredonia one of the points through which the road was to pass.

At that time there was a struggle going on between the two towns of Fredonia and Leavenworth. Each wanted the county seat. The above quotation shows how Leavenworth was prevented from running the road about two miles north of Fredonia. Out of justice to Smith one ought to say that the town of Fredonia was out of the way about two miles. The map of the roads will show this.⁵

⁵ *Indiana State Laws*, 1831, 135; *Indiana State Laws*, 1832, 27.

One may trace out the Salem road on the map. The General Assembly enacted a law on January 8, 1835, which provided for the road. Zebulum Leavenworth represented Crawford county in locating and marking out the road which ran through Milltown. During the Civil war Captain Hines led his band of Confederates down this road to Leavenworth.⁷

The Leavenworth and Paoli road ran north from Leavenworth to Cole's farm, thence to Red House's farm, thence to Archibald's schoolhouse and on to Marengo, and thence to Valeene and Paoli. This road has been relocated in many parts. Part of it can be seen running north where the Leavenworth and Marengo pike crosses the Southern railroad just south of Marengo.

The Fredonia and Rome road was opened about 1832. This road was to be twenty feet wide. It ran from Fredonia southwest to Perry county, passing out of the county about two miles north of the mouth of Little Blue river and the town of Alton. When Hines invaded the county in 1863 he entered Crawford county over the Rome and Fredonia road.⁸

Many more roads were opened up by the commissioners in these early days, one of which ran from Fredonia to Mount Sterling. Zebulum Leavenworth and Seth Leavenworth were the overseers on this road. Cornelius Hall and William Riley were to assist Seth Leavenworth to open up a road from the Governor's Old Trail to the Three Forks of Little Blue river. Part of this road became the Leavenworth and Jasper road and part of the northwest portion became the Leavenworth and the Hartford road. Hartford was situated at the Forks of Little Blue river and much later became the town of English.⁹

Another historic road ran from Leavenworth to the western boundary of Crawford county. Here it formed a part of the road running from Rome to Paoli. It passed Robert Yates' farm and entered Hartford, from thence to Paoli. Robert Yates helped locate this road in Crawford county.¹⁰

About 1832 the board doing county business divided the county into districts so that the road supervisors could do

⁷ *Indiana State Laws*, 1835, 200.

⁸ *Indiana State Laws*, 1834, 320.

⁹ *Indiana State Laws*, 1831-4.

¹⁰ Commissioners' records, March, 1832.

their work more efficiently. Ohio township had four districts, Union township had two, Patoka township four, Sterling township four, Whiskey Run township six, and Jennings township six.¹⁰

The Leavenworth clay turnpike was authorized by the General Assembly in 1829. Julius Woodford, John L. Smith, and Zebulum Leavenworth were appointed commissioners to locate, survey, and construct the road from Leavenworth twenty miles in the direction of Indianapolis. The pike which was to be any width not exceeding forty feet must be well built and the streams over which the road ran must be well bridged. The course of the road was to be laid off in sections and the construction let out to the lowest bidder, who had to furnish a bond for the faithful performance of his duty. It was required that the road be completed in five years, after which toll gates might be built and fees charged. The fees for riding were: six and one-fourth cents for persons, eighteen and three-fourths cents for carts, twelve and one-half cents for empty carts, fifty cents for loaded wagons, six and one-fourth cents for twenty head of sheep, hogs or cattle.¹¹ The money with which to build this road might be raised by selling stock to the citizens of the county. There are many more provisions of this law, but they are not interesting to the reader. The Leavenworth cousins were trying hard to build up the town of Leavenworth, but this road was not completed.

Most of the roads were entitled to use the three per cent. funds in their construction. Julius Woodford was appointed to receive the money derived from this fund and pay out the same at the bidding of the county commissioners. At that time there were \$200 of the funds.¹²

OCCUPATIONS

When the white men first came over the hills into Crawford county the land was a howling wilderness. Probably not one acre of land was free from trees in the whole county. The first settlers chose the uplands for their homes because the lowlands lacked good drainage and were not healthful.

¹¹ *Laws*, 1829, 92.

¹² *Indiana Laws*, 1831-2-3.

Sometimes the settlers bought the land from the national government before they settled on the land but the great majority settled the land first and later bought it from the government. The price paid the government was \$1.25 per acre. The first hard piece of work for the pioneer was to build a cabin. The logs were plentiful out of which almost all were built. The ground was cleared from trees as fast as the pioneer could manage it. A little garden was planted and a field of corn was cultivated. The early pioneer took his grist many miles to mill where the corn was ground into a coarse meal. A few of the squatters pounded up their corn and made meal out of it in that way. The potato patch was the most important after the corn field. As soon as the man was able he set out a small orchard on the farm.

The early pioneer did not need many things. The woods were full of game and the rivers full of fish. Hence they used wild meat and fish for food. Probably salt was the most difficult of all these foodstuffs to get. There were a few salt springs in the county over in the northwest part, but that region was not settled for a long time. After 1825 the stores at Fredonia and Leavenworth furnished the settlers salt. By that time there was a large river trade and much salt was landed at these ports. Before that time the pioneer went to the salt licks a few of which were Royce's and Rock's in Washington county, French Lick in Orange county and Jackson's Lick in Monroe county. Here he boiled the water down and made him a sack of salt and then rode home on horseback. A few rode to Jeffersonville to buy a sack of salt and came home the next day. Salt was very high in these days. Seth Leavenworth in 1827 tried to get the tax taken off of salt, but the General Assembly refused to pass the bill.¹

The settlers made their own sugar and sirup from the maple trees of which there was a great number in the forests. As late as 1860 the pioneers made large amounts. In 1858, 8,300 pounds were made the value of which was \$584. The other farm products of 1850 in Crawford county were: Wheat, 19,950 bushels; corn, 195,690 bushels; butter, 34,445 pounds;

¹ *Indiana House Journal*, 1827, 243.

hay, 981 tons; flax, 32,517 bushels; silk, \$61; tobacco, 12,555 pounds; rye, 262 bushels; oats, 33,659; wool, 14,054 pounds.²

The products in 1860 were: Wheat, 76,525 bushels; corn, 192,365 bushels; rye, 4,472; oats, 17,462; potatoes, 19,345 bushels; 2,721 barrels of pork, value, \$28,483; apples, value, \$4,434; hay, 1,500 tons; wool, 10,914 pounds; wine, 707 gallons. Just what amount was grown in the early days is impossible to say now on account of the absence of any data on that subject.³

The following table will give the population of the county :

Year	People
1818 -----	2586
1830 -----	3234
1840 -----	5280
1850 -----	6540
1860 -----	8226
1870 -----	9851
1880 -----	12355
1890 -----	13441
1900 -----	13476
1910 -----	12057 ⁴

The potatoes which the people grew were much different from the ones grown nowadays. The leading varieties were pink, peach blow, white peach blow, Prince Albert, early Goodrich, Shaker russet, Mishanocs and the coal boat. In the virgin soil the potatoes grew to be very large. When they were cooked and prepared for eating one could hardly swallow them, they were so strong. They were not comparable with the early Ohio, rural Newyorker, or the Irish cobbler, which are grown at the present time in the northwest.

The farmer did his plowing with a jumping shovel, which had one long share. Nothing was more aggravating than such a plow. If the share caught behind a strong root the plow would either jerk a man severely or jump out of the ground and hit him in the ribs with the handles. Neither

² *Documentary Journals of Indiana*, 1850, 343.

³ *Documentary Journal*, 1860, 170-174.

⁴ For 1818 see *Western Sun*, March 12, 1831; rest of the years see *Year Book* for 1918, 751.

of these was very pleasant to the man who was plowing. The grain was cut with a sickle or a cradle. Much later in the county a reaper was used.

By 1850 the settlers had cleared away much of the timber and probably half of the land was under cultivation. The land was very suitable for fruit growing. Many farmers had large orchards in which many varieties of apples grew. The leading ones were summer queen, pearmain, maiden blush, rambo, russet, fall pippin, belle flower, Hall's seedling, horse apple, Rhode Island greening, jannet, Smith's cider, Carolina red, winesap, limbertwig, and the New York pippin. Many farmers had a great variety of these apples. The reports of the state fairs held in Indiana showed that men often received prizes for the best exhibit of twenty-five different kinds of apples, and fifteen different kinds of pears.

Certain years the farmers did not plant much corn. They would climb the beech and the oak trees in the early spring and see if the trees would have a crop of the mast or beech-nuts and acorns. At that time of the year there was a little flower on the trees if they were to grow fruit that year. In case of the fruit being grown on the trees then there was no need for much corn. The mast would fatten the hogs well and the meat was thought to be better.

By 1818 the Indians had gone but the woods were full of wild animals of all kinds, the most dangerous of which were the panther, the bear, the wolf and the wild cat. Of course these animals did not attack man often but they were a great bother in carrying away the young pigs and other stock of the farmer.

Peter Peckinpough who owned a large farm in the southern part of Ohio township kept several wolf hounds in these early days. One night about 9 o'clock he heard the hogs making a noise down at the pen where he had a few young pigs. He let the dogs out of the kennel and ran down to the pen with a handspike in his hands of which he always kept one near the house. Before he arrived the dogs had caught some animal and were engaged in a terrible fight. It seemed that two of the big dogs had caught the varmit by the neck and the other one had it by the hips in which condition they were just circling around on the ground.

Watching his chance he hit down between them and broke its back. The dogs soon killed the animal then. When day came they found that the animal was a large panther that measured about eight feet in length.

The county commissioners, in compliance with the state law, offered a bounty of one dollar for each wolf scalp the farmers would bring in. John Stone, James Land, Nathan Ruth, Dan Farley, Enos Campbell, and Edmund Ardach were allowed \$1 each for wolf scalps in November, 1827.⁶

Aside from these dangerous animals the woods were full of rabbits, squirrels, and many other smaller animals. Hence the country was a hunter's paradise which enabled him to live on wild meat most all the time.

Big Blue river, Little Blue river, Turkey Fork, Slick Run and the other streams were full of fish such as the blue cat, the yellow, the pike, sunfish, bass, and various other kinds. Men spent much time in fishing every spring and summer.

The main wealth of the county was in its timber, of which there was a great amount and for which there was a ready market. Many men were engaged in coopering the rough barrels which were filled with apples and lime while the tight barrels were filled with molasses or apple brandy. The amount of brandy made in the county was very large. Most of it was shipped south to New Orleans where there was a ready market for that product. The timber was sawn and shipped out in almost all forms. At one time acres of ground at Leavenworth and Fredonia were covered with the lumber. When the rise in the river came then the big steamboats would load on the freight and steam away with the lumber. The large boats were the *Bostonia*, *Belle Key*, *Shotwell*, *Memphis*, and the *Eclipse*. The *Eclipse* and the *Shotwell* were floating palaces and can not be described well. Many large staves (pipe for wine barrels) were made and sold in the south out of which the men made tobacco hogsheads or sugar hogsheads.

Another great export was lime. Many kilns were made and burned and the product loaded on the boats and shipped south

⁶ Commissioners' records for November 5, 1827.

or to New Albany and Jeffersonville, where there was a ready market for the product.⁷

At Leavenworth and other towns many large barges were built for carrying freight. The barges were loaded with apples, lime, hay, corn, and many other products. The lime was generally put on a flat boat so that the barrels were protected from the rain in foul weather. When the barges were loaded one good boat could tow several barges.

In 1830 Daniel Lyons began the business of making skiffs for sale. He made a good grade of skiffs which were sold to men on the Ohio river. Before long these skiffs were known from Pittsburgh to the Gulf of Mexico. As far as known no one ever complained about the skiffs. When he died the work of the skiff factory was carried on by his sons, S. P. Lyons and W. A. Lyons. These men used the same good material and judgment in the selection and shaping the boats that their father had used and if any thing the boys put out a better grade of boats than their father had. About 1885 Norton Whitcomb bought out S. P. Lyons' share of the factory and is now one of the managers. At present the old shop has about three men employed in the factory and still turn out the high grade of boats whose reputation has been so high and so well deserved.⁸

The flat boat trade was very important during the early days of the county's history. The boats were about the size of barges and were covered to protect the crew from the winds and the cargo from the rain and the snow. On the top of the boat and at each end was a steering oar by which the boat was guided. Guiding the boat and rowing it to the shore was very hard work. There were about five men on the boat besides the cook. When the boat was loaded and ready to start the men guided it out into the river and let it drift gently down. Stops were made at most towns and the produce on the boat was sold and other cargoes taken on the boat too. By the time the boat arrived at New Orleans the cargo was sold and the boat was sold or the owner had some steamboat

⁷ Information furnished by E. P. Leavenworth, of Leavenworth, whose father founded the town.

⁸ Information furnished by Norton Whitcomb, of Leavenworth, one of the owners of the skiff shop.

to tow it back. Yet he could hire a new one built cheaper than paying for the towing of the old one back, it was generally left.

Life on the flat boat was very pleasant in beautiful weather, but woe betide the crew of the boat when it was caught out on the swift Ohio or on the broad Mississippi when a storm arose. Two men were put at each oar and the boat was rowed ashore by the big steering oars. Then the boat was tied up till fair weather came. The writer has heard old boatmen tell that they were so tired and their arms were so sore that they could not comb their hair after rowing the boat ashore in such a storm. Sometimes it took a day or more to get to shore if the wind set wrong. During the early history of the county the flat boat trade was very large. The boats carried away very much produce and gave an outlet for the products of the county the chief of which were lime, whiskey, corn, smoked meat, and various products from the forests.

Meat packing was one of the chief industries of the county. The hogs which ran out to the commons generally took care of themselves. Often they would stand on their hind feet and eat the bark off of the slippery elms as high as they could reach. For that reason they were called "elm peelers." When the mast was ripe the hogs grew fat in the fall and were ready for butchering. They were driven to the banks of the Ohio river and there men were hired to help butcher the hogs and smoke the meat. When the meat was ready for shipment it was placed on the flat boat or on the steamboat and shipped south to New Orleans, where there was a ready market for all the county could ship there.

The farmer's stock ran out to the commons till about 1887. After that date the stock was kept up in the farmer's own pasture. If the stock was caught out the road supervisor was empowered to empound such stock till the owner paid the fine and the damage if there was any.

When the stock was running out men had much trouble to keep their stock distinguished from their neighbor's. Many resorted to the ear mark. John Sheckels of Ohio township claimed that his ear mark for cattle was a slit in the left ear

and an under cut in the right ear. The above statement of Mr. Sheckels was recorded at Fredonia in October, 1837.⁹

The still house was another leading industrial establishment. Apples grew in the county by thousands of bushels and were made into apple brandy which was shipped away very easily. Many old traces of the still houses can still be seen in the county.

One ugly feature of the whole flat boat trade was the danger of robbers. Of a night in many places watches were kept on the boat to keep off the robbers who did not hesitate to kill if it was necessary to get the cargo. The following article was taken from the *New Albany Tribune* and may be given here:

"We are indebted to Captain Vansickle for the account that three men were murdered on the Ohio river near Troy (Perry county), Indiana, while working on a flat boat. The boat which had been sunk in five feet water had been deserted for many hours. It was a large boat about 95 feet long and loaded with flour, whiskey, and groceries. The boat was named Eliza No. 2. The boat which presented a ghastly sight was marked with blood from one end to the other. The bodies of two of the dead men were found in the boat and the third body was found in the water. The one in the water had weights fastened to it. The men evidently were killed with a hatchett for one was found near which was covered with blood. Their skulls had been crushed in by the severe strokes of the hatchet, and there were various wounds of many kinds found on their bodies. From the appearance many believe that the crew might have mutinied part killing the rest and then robbing the boat of what they could get away with."¹⁰

The leading imports were salt, ammuniton, and guns. Most of the men made their own clothes and shoes. Coffee and foreign merchandise of various kinds were on hands at the store for sale.

Corn and wheat were ground into meal and flour by the old time mill. The best known of these mills were Leggett's,

⁹ Information from the old ear mark book in the county recorder's office at English, Indiana.

¹⁰ *New Albany Daily Tribune*, October 30, 1852.

near where Alton now stands and Leavenworth's mills at Leavenworth and at Milltown, Indiana. Mention is made of these old mills in the county records as early as 1827.

These mills were run by water power or by horse power. A dam was built across the stream and the water was used to furnish the power. The first mill driven by steam was located at Leavenworth about 1830. The two Leavenworth cousins did the managing of the mill there. Much later Carnes, Lake and Benham built mills all of which did excellent work.¹¹

These mills did grinding on certain days of each week. On these days the pioneers came with their grist of corn. The first come was the first served. While the men were waiting for their grist they generally indulged in wrestling or other amusements. When the writer's father was a little boy he went with some men to one of these old mills. The weather was very inclement and the men were in the shelter waiting their turn telling ghost stories. They could not see where the meal was coming out from where they were. Suddenly they heard two hounds which belonged to one of the men barking every now and then. Soon the men went out to see what was the matter and found the two dogs up in the box where the meal came out. They ate the meal about as fast as it came out and then were barking for more. After that one of the men stayed by the meal when the wolf hounds were present with the owners.

While the men were waiting for their grists they told ghost stories and commented on the wonderful feat of prowess each one had committed once upon a time. The men who did not get their grinding till after dark and had to ride home through the dark while their fancies were active thought that they saw ghosts of all sorts. These old settlers were very superstitious and believed in spirits of all sorts. They saw signs in the heavens and wonders in the earth beneath. They would not begin a job of work on Friday. If they saw the moon through brush that was a bad sign. The potatoes must be planted when the sign was right. Yet in the good old days the men had their joys and were happy, I presume, as they are in our modern times.

¹¹ Leavenworth, *Genealogy Book*.